



## **The Care and Feeding of Your New Engine or Shortblock**

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**Motor Oil** In most application we recommend a 20w50 racing oil. We do not recommend the use of heavy weight, single grade, like 50 or 60w. If these heavy oils need to be used, they must be pre-heated before starting. No types of "break in" oils should be used. There are many synthetic products on the market, but we don't have enough experience with them at this time.

**How Much Oil?** Good motors are ruined everyday simply because there was not enough oil in the pan. The oil in a wet sump pan is acted on by accelerations, braking, turning, etc. Also oil does not drain back to the pan as well under these conditions. Drag race dry sump tanks are very small, after starting more oil may need to be added to these. Start with plenty of oil, a little too much is a whole lot better than not enough.

**Oil Filters** Generally a high performance filter, mounted in the stock location is best. On Chevrolets we recommend the stock filter adapter not be modified. If a remote filter must be used, a lot of effort must be used to design a system that absolutely insures unrestricted oil flow. We do not recommend adding a "screen" to the filter.

**Pans and Pickups** We suggest the largest pan suitable for the application. Pickup location is critical, the bottom of the pickup should be as close to 3/8" off the bottom of the pan as possible. Many engines have been damaged when the bottom of the pan got pushed in a little and choked off oil flow.

**Break-In** Race engines require no real break in. The first startup is important. If possible, pre heat the oil and water. While the engine is warming up, check the timing, set idle speed, etc. and check for leaks. After motor is fully warm, check valve adjustment and you are ready to race. Street/Performance engines with flat tappet cams should be started, and immediately brought up to around 1800 rpm until the engine is completely warmed up.

**At The Track** We believe proper warmup is very important. Try to warm up about an hour before racing, the engine needs a "heat soak". Alcohol motors should be leaned out at idle, if possible, to decrease warmup time, and oil dilution. Be conservative in all areas. Very old, but still good advice. Start without much timing, fuel system rich, etc. then gradually "sneak up" on it.

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